

Heartland Intermodal Partnership

Mississippi Intermodal Council

Robinsonville, MS

August 6, 2003

How Did the Effort Evolve?

- ❖ Role of Freight in ISTEA and TEA-21
- ❖ Creation of Gulf/River Intermodal Partnership – a nine-state effort to improve landside/waterside infrastructure
- ❖ SAFETEA's Increased Role for Freight

What is the Heartland Region?

- ❖ The nation's manufacturing center and breadbasket includes as many as 24 states.
- ❖ Immediate next-door neighbors, Canada and Mexico, are linked by both land and water.
- ❖ The region has most of the nation's inland waterways, half of its largest deep-water ports, and all of the major shallow-water ports.

What is the Heartland Region?

Heartland Intermodal Partnership (HIP)



What Freight Capacity Crisis?

- ❖ Today's traffic congestion costs all of us \$78 billion annually, and wastes 4.5 billion person-hours as well as 6.8 billion gallons of fuel.
- ❖ The nation's transportation system facilitates the flow of cargoes valued at more than \$9 trillion. U.S. DOT estimates that, by 2020, those flows will grow to almost \$30 trillion.

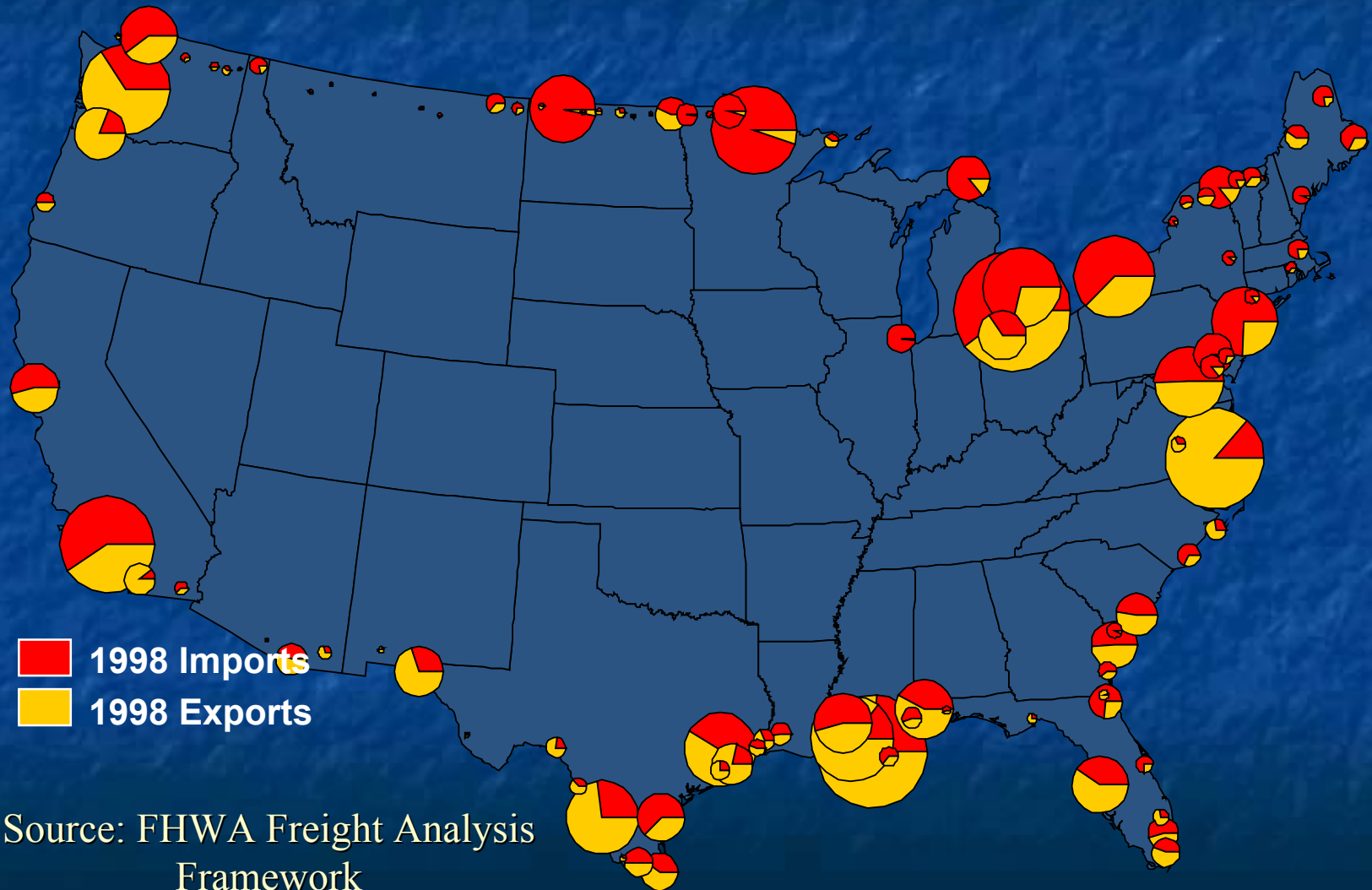
Increasing congestion/bottlenecks

Over past 20 years, vehicle travel up 78%; road miles increased 1%



International Freight Gateways

1998 Import/Export Tonnage May Double by 2020





US Department of Transportation
Federal Highway Administration
Office of Freight and Operations
Operation Core Business Unit

Freight Analysis Framework FAF Truck Flow (1998)

Map Legend
Flow Scale - Volume/day



Red lines indicate Interstate Sections. Blue lines indicate all other roads.

CANADA



MEXICO

US
Total Rail Flows
(1999)

Network Flows
Tons

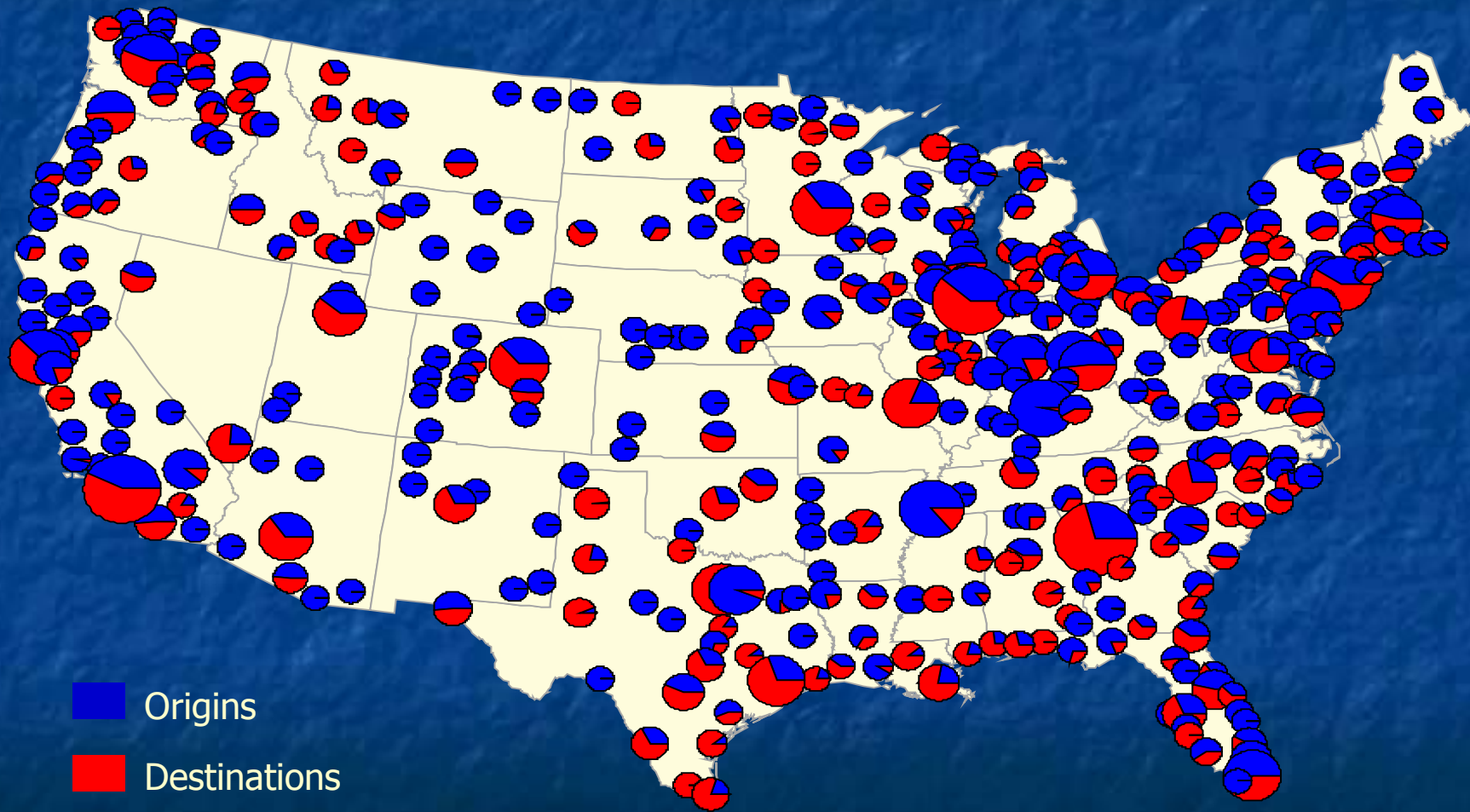
- Under 5,000,000
- 5,000,000 to 20,000,000
- Over 20,000,000



U.S. Department of Transportation
Federal Railroad Administration
Office of Policy

Air-Freight Origins and Destinations

All commodities, domestic airport-to-airport traffic,
in tons





Total Combined Water Flows

(1998)

Network Flows (Tons)

- 1 to 30,000,000
- 30,000,001 to 80,000,000
- more than 80,000,000



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Mississippi's Freight Profile

MISSISSIPPI	Tons (millions)			Value (billions \$)		
	1998	2010	2020	1998	2010	2020
State Total	262	376	459	168	325	509
By Mode						
Air	<1	<1	<1	2	5	9
Highway	173	257	321	148	289	454
Other ^a	25	34	38	3	5	7
Rail	31	43	53	9	17	26
Water	33	42	48	5	9	13
By Destination/Market						
Domestic	229	328	401	157	303	472
International	33	48	58	11	22	37

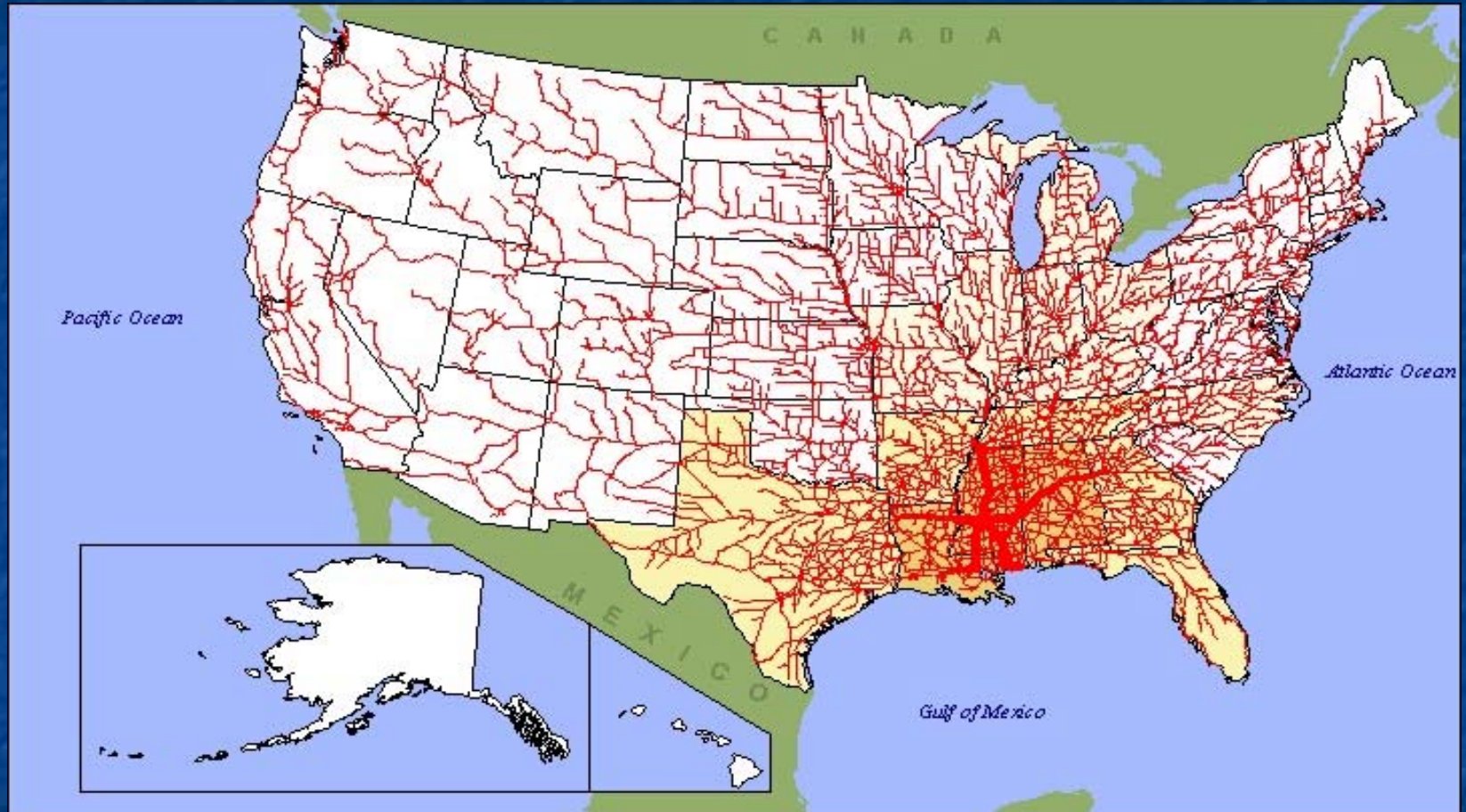
Note: Modal numbers may not add to totals due to rounding.

^a The "Other" category includes international shipments that moved via pipeline or by an unspecified mode.

Mississippi's Freight Profile

Commodity	Tons (millions)		Commodity	Value (billions \$)	
	1998	2020		1998	2020
Lumber/Wood Products	46	85	Secondary Traffic	35	144
Secondary Traffic	34	93	Chemicals/Allied Products	22	53
Crude Petroleum/Natural Gas	24	35	Lumber/Wood Products	17	55
Nonmetallic Minerals	23	24	Food/Kindred Products	16	55
Farm Products	23	28	Transportation Equipment	11	25

Mississippi Truck Flows



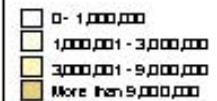
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MISSISSIPPI
Total Domestic Truck Flows
(1998)

Network Flows
(Tons)



State to State Flows
(Tons)



Mississippi Truck Flows



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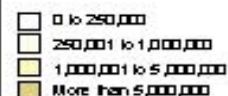
MISSISSIPPI

Total International Truck Flows
(1998)

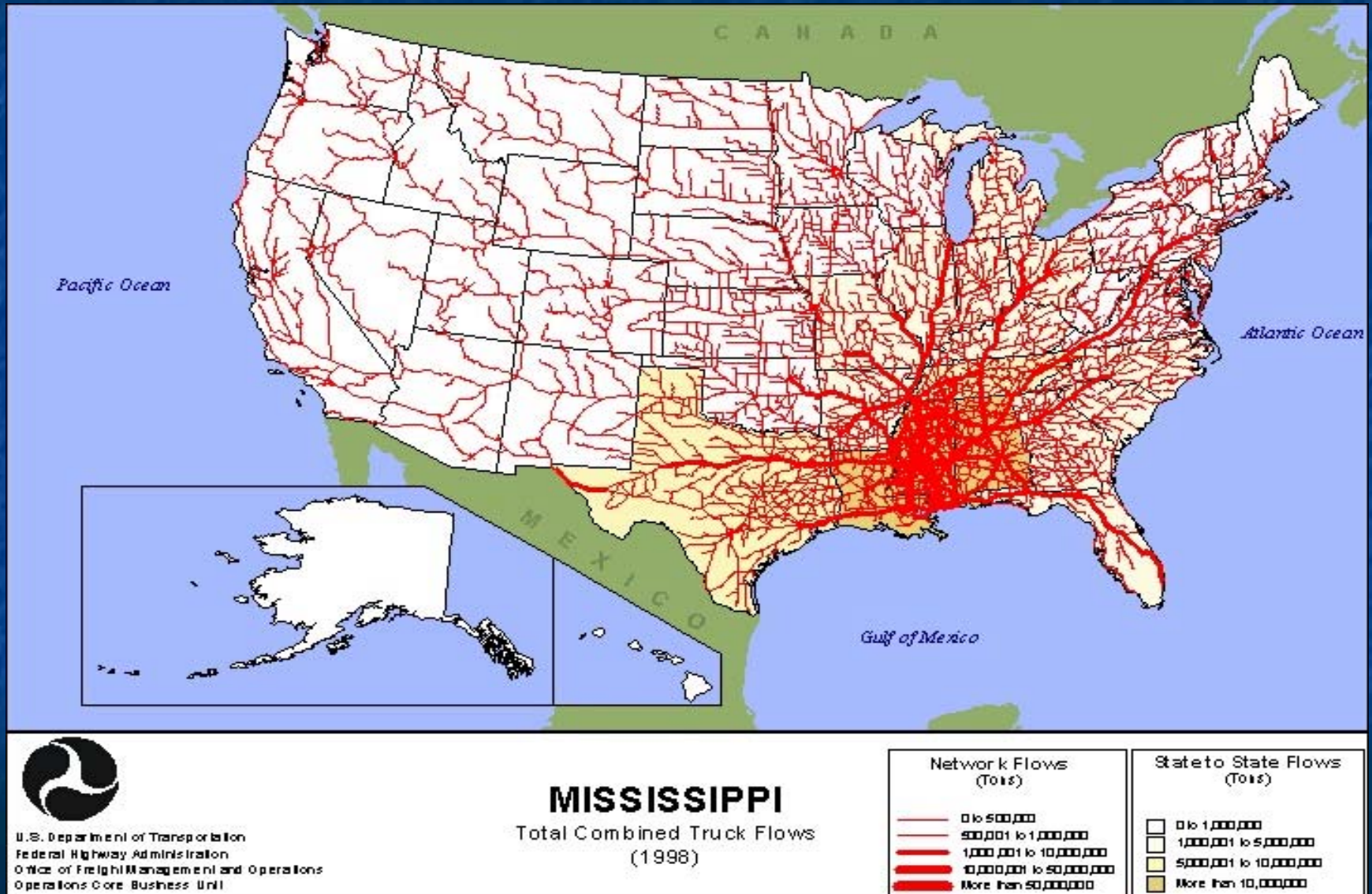
Network Flows (Tons)



State to State Flows (Tons)



Mississippi Truck Flows



Mississippi Rail Flows



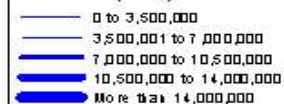
Mississippi Maritime Flows



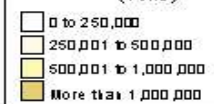
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MISSISSIPPI Total Domestic Water Flows (1998)

Network Flows (Tons)



State to State Flows (Tons)



Mississippi Maritime Truck Flows

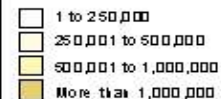


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MISSISSIPPI PORTS

Inland Movement of Maritime
Cargo by Truck
(1998)

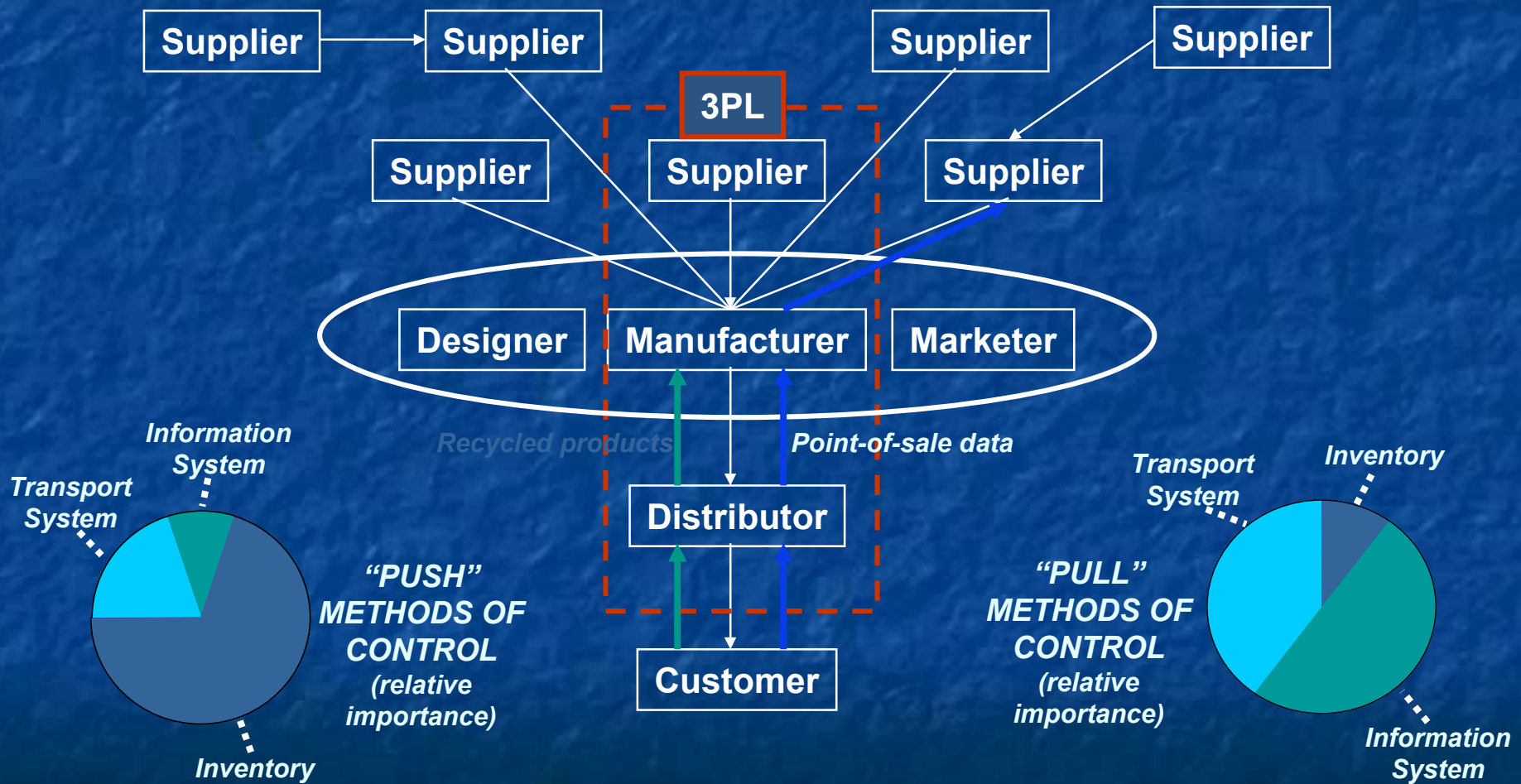
Port to State Flows (Tons)



Network Flows (Tons)



From Push to Pull Logistics Systems



Freight Growth Rates -Trend

Tonnage Forecasts –

❖ US Domestic:

All Freight 1998-2020: 2.4% (Cumulative: 67%)

❖ US International:

1998-2020: 2.8% (Cumulative: 85%)

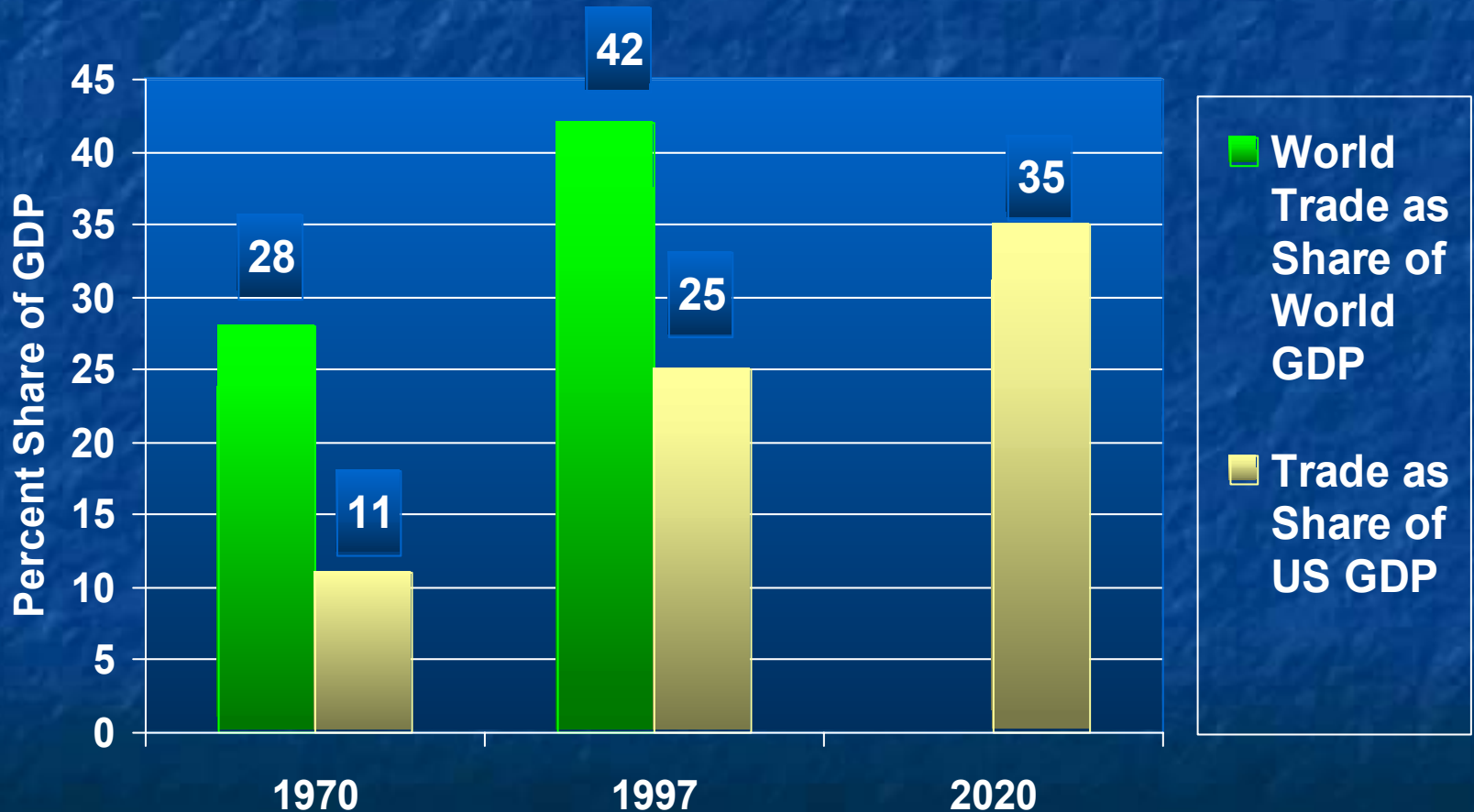
Subset - US/Canada 1998-2020: 3.2% (Cumulative: 99%)

Subset - US/Mexico 1998-2020: 5.4% (Cumulative: 217%)

Subset - US/ROW 1998-2020: 2.6% (Cumulative: 77%)

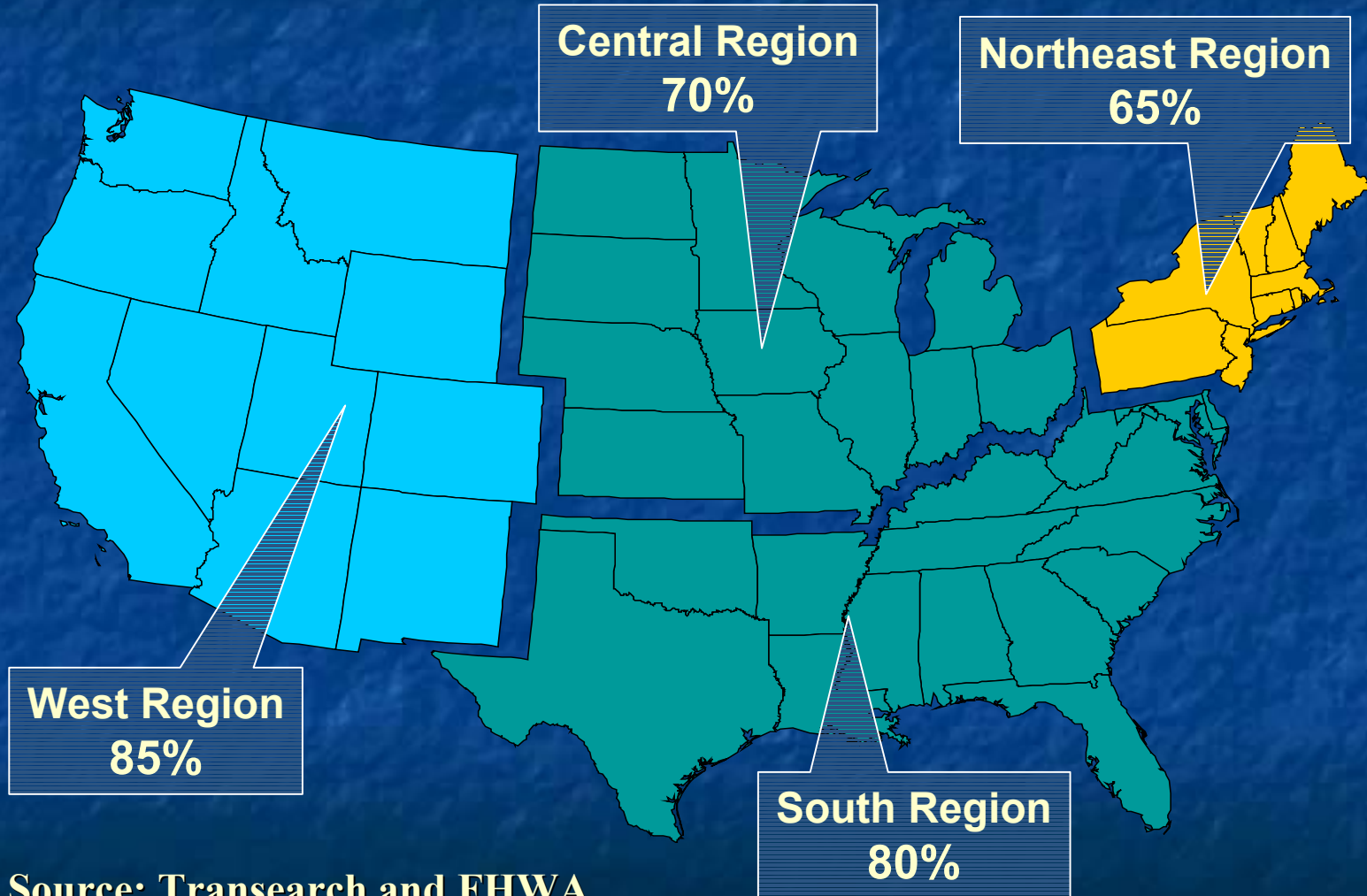
World and U.S. Merchandise Trade

Trade is growing and now accounts for 25% of U.S. GDP, up from 11% in 1970...expected to increase to 35% by 2020



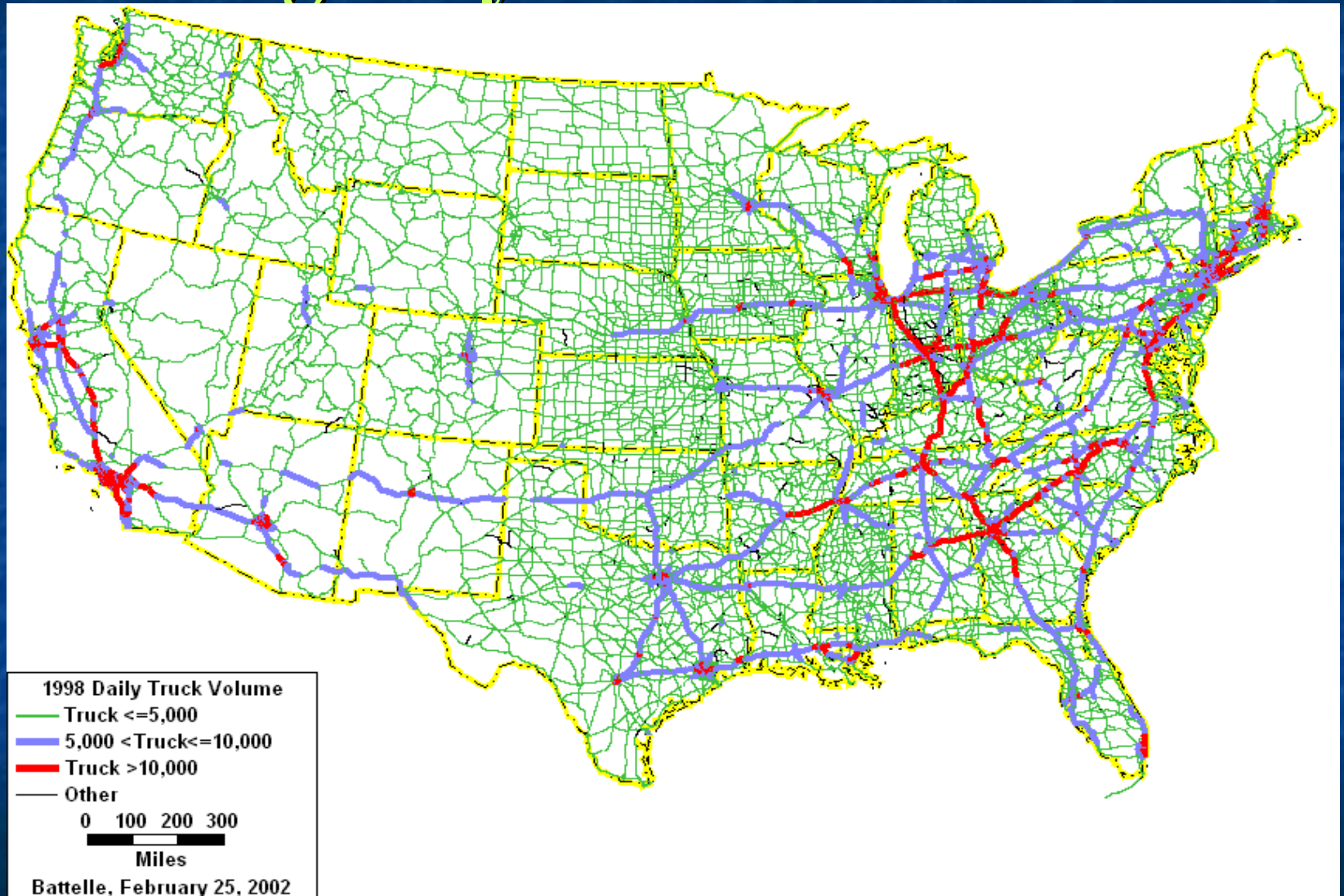
Source: World Bank, World Development Indicators 1999

Freight Tonnage Forecast by Region, 2000-2020

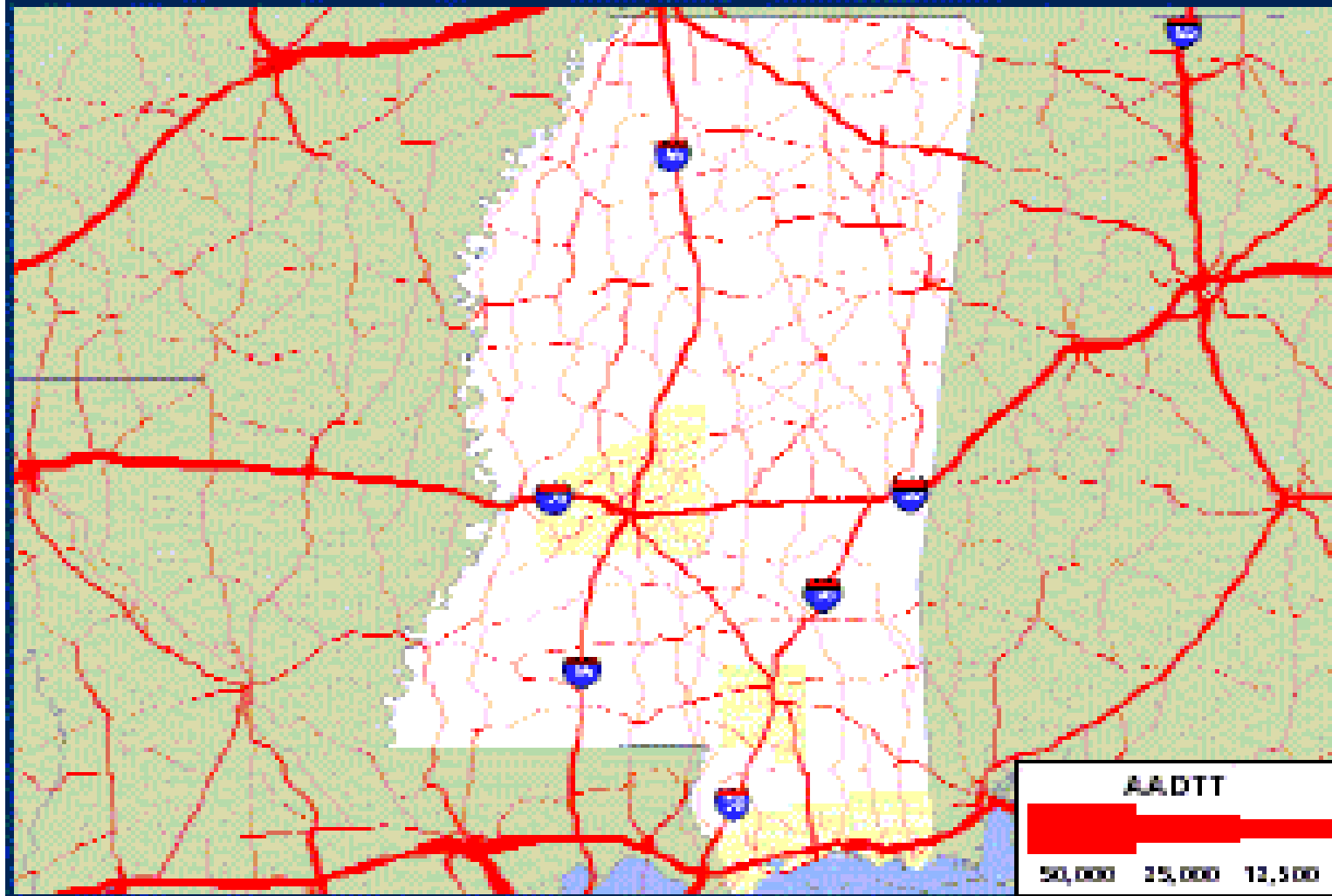


Source: Transearch and FHWA
Freight Analysis Framework
Project

Truck Volumes on National Highway Network – 1998

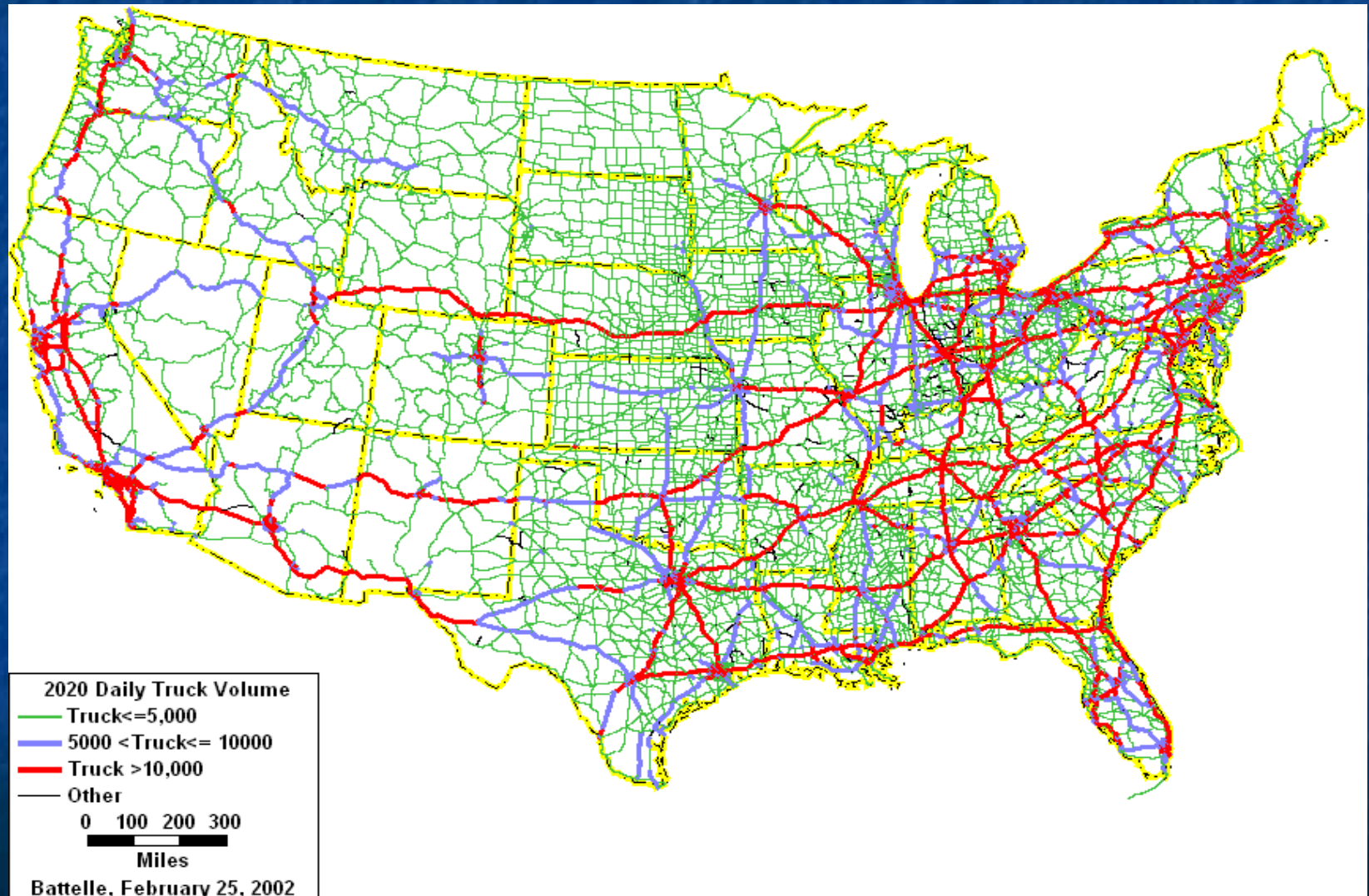


Mississippi Daily Truck Flows – 1998

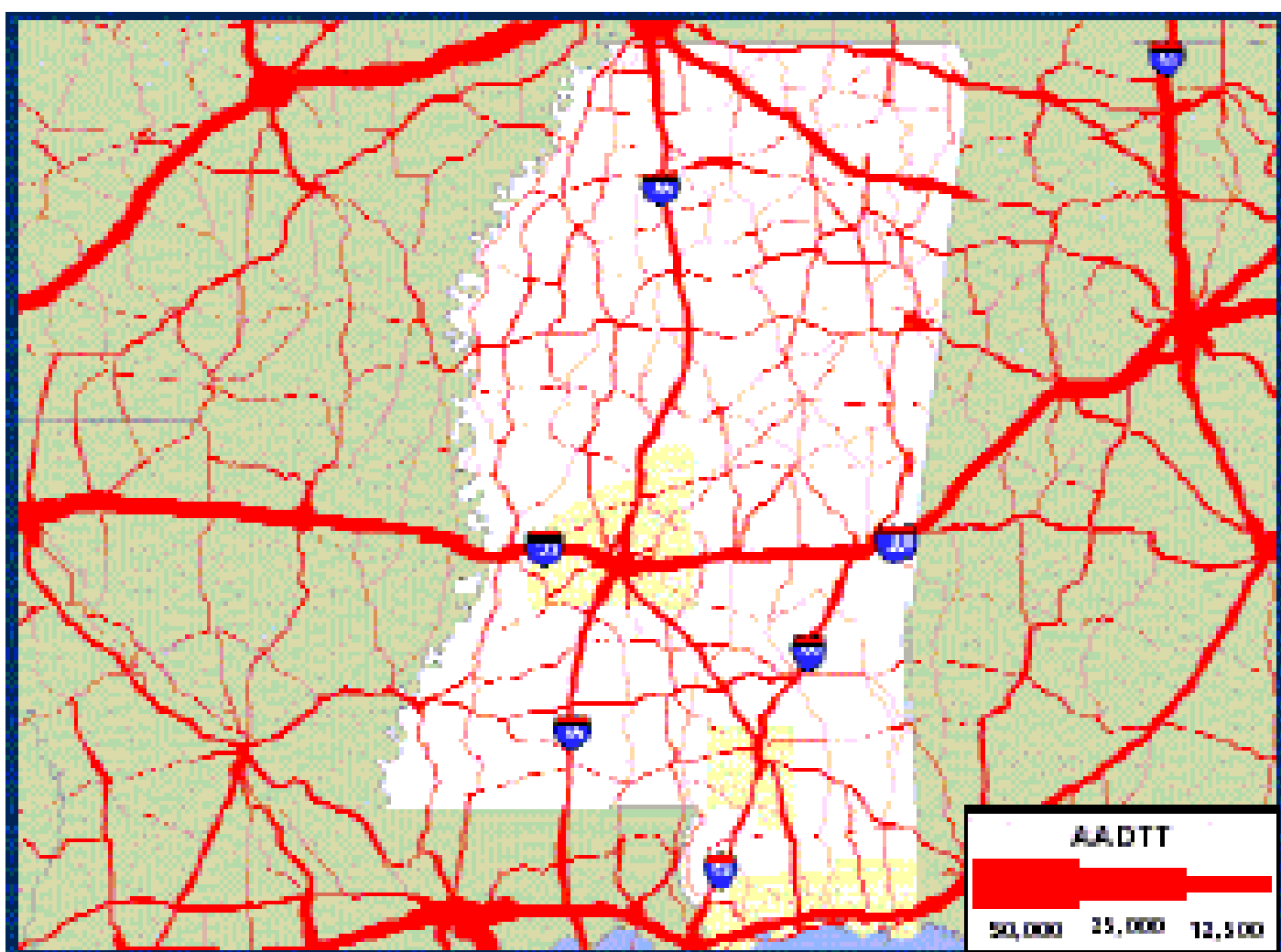


Federal Highway Administration

Truck Volumes on Highway Network – 2020

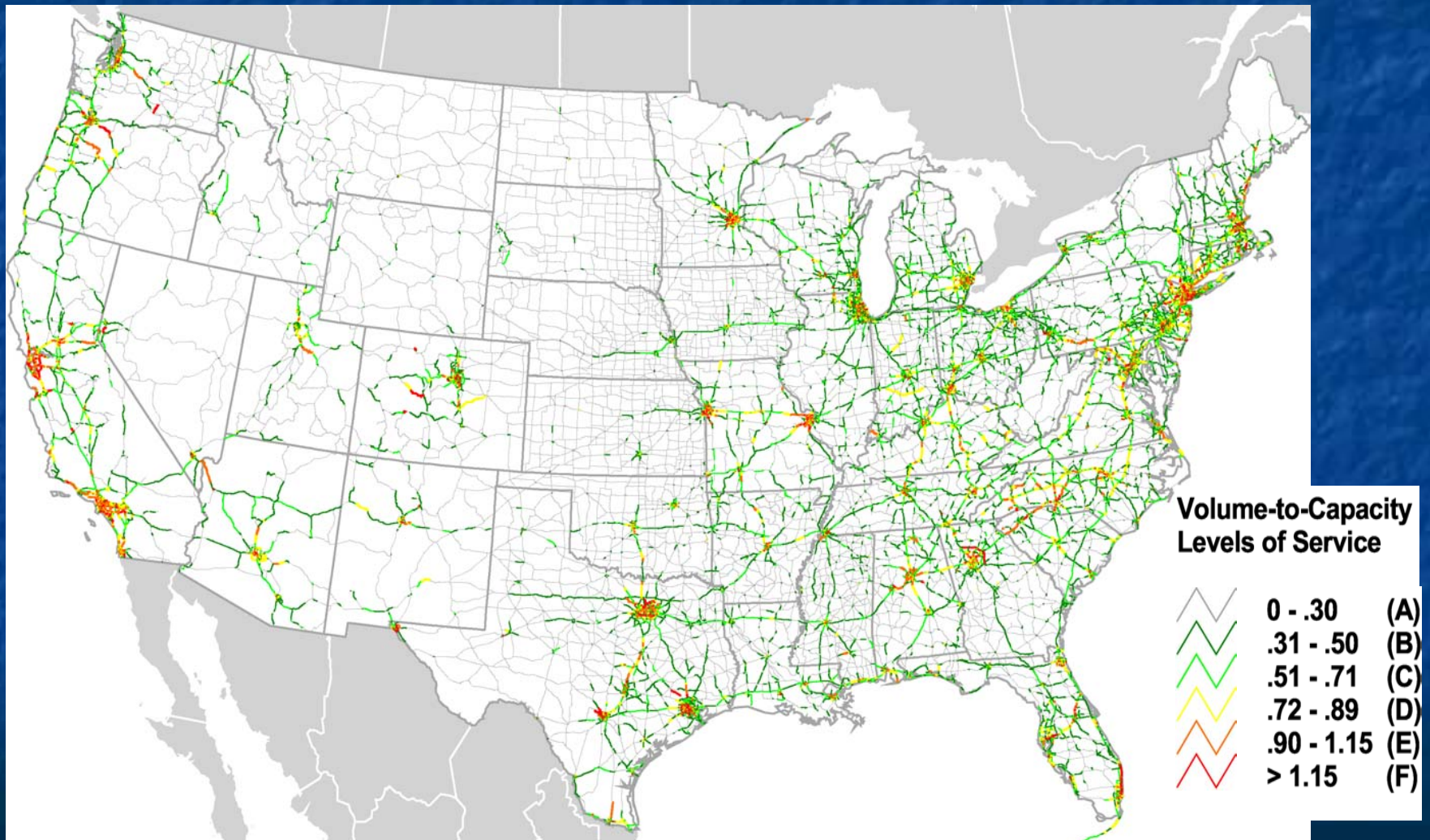


Mississippi Daily Truck Flows 2020



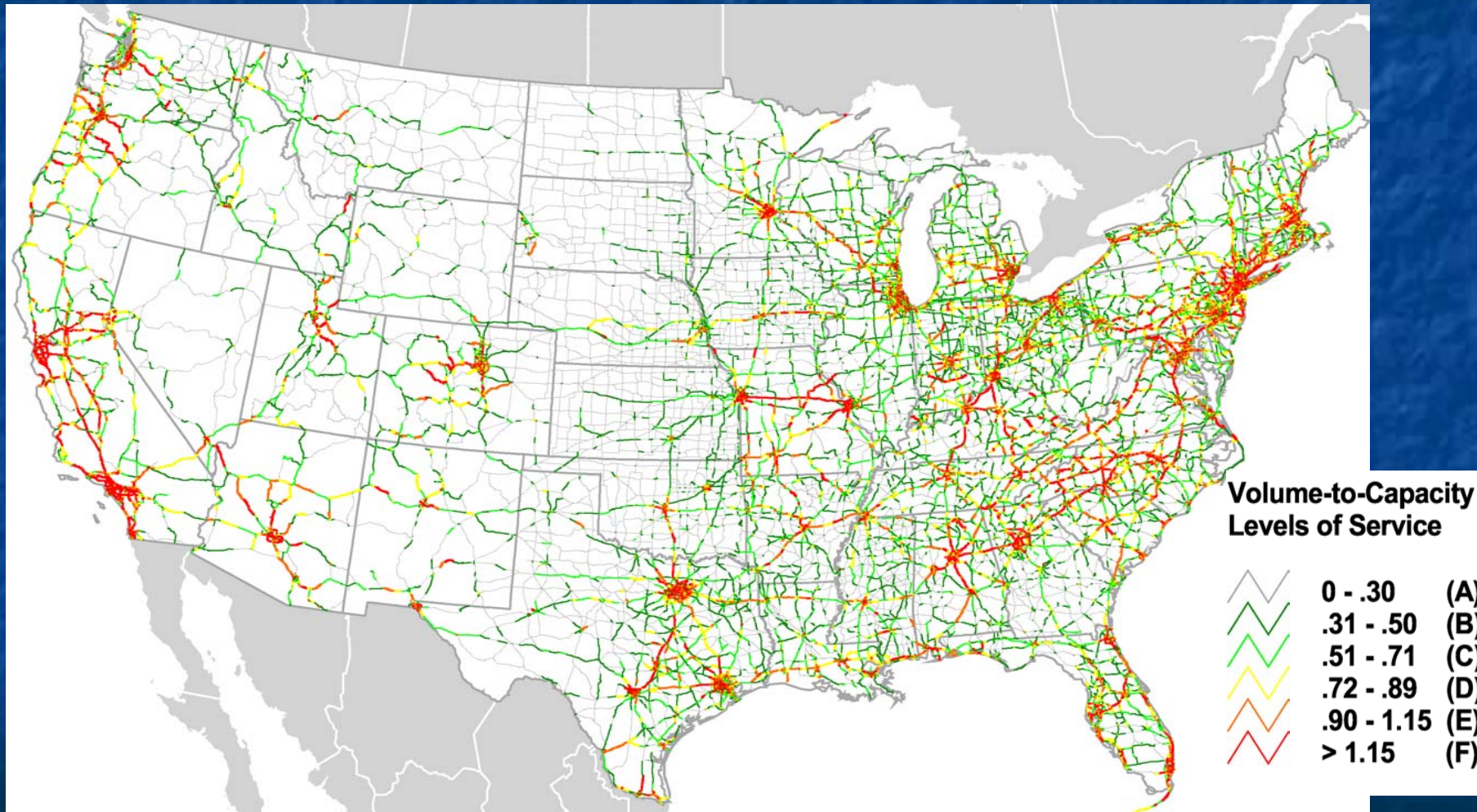
Federal Highway Administration

Congested Highways 2000



Source: U.S. DOT Freight Analysis Framework Project

Potential Congested Highways 2020



Source: U.S. DOT Freight Analysis Framework Project

Community and Land Use Impacts Increasing Cost and Complexity of Expanding Marine, Rail, Truck, and Air Terminals



Intermodal Challenges



NHS Connectors

Poor physical condition

Poor geometrics

“Orphan status”

Inadequate coordination
of investment strategies

Intermodal Challenges

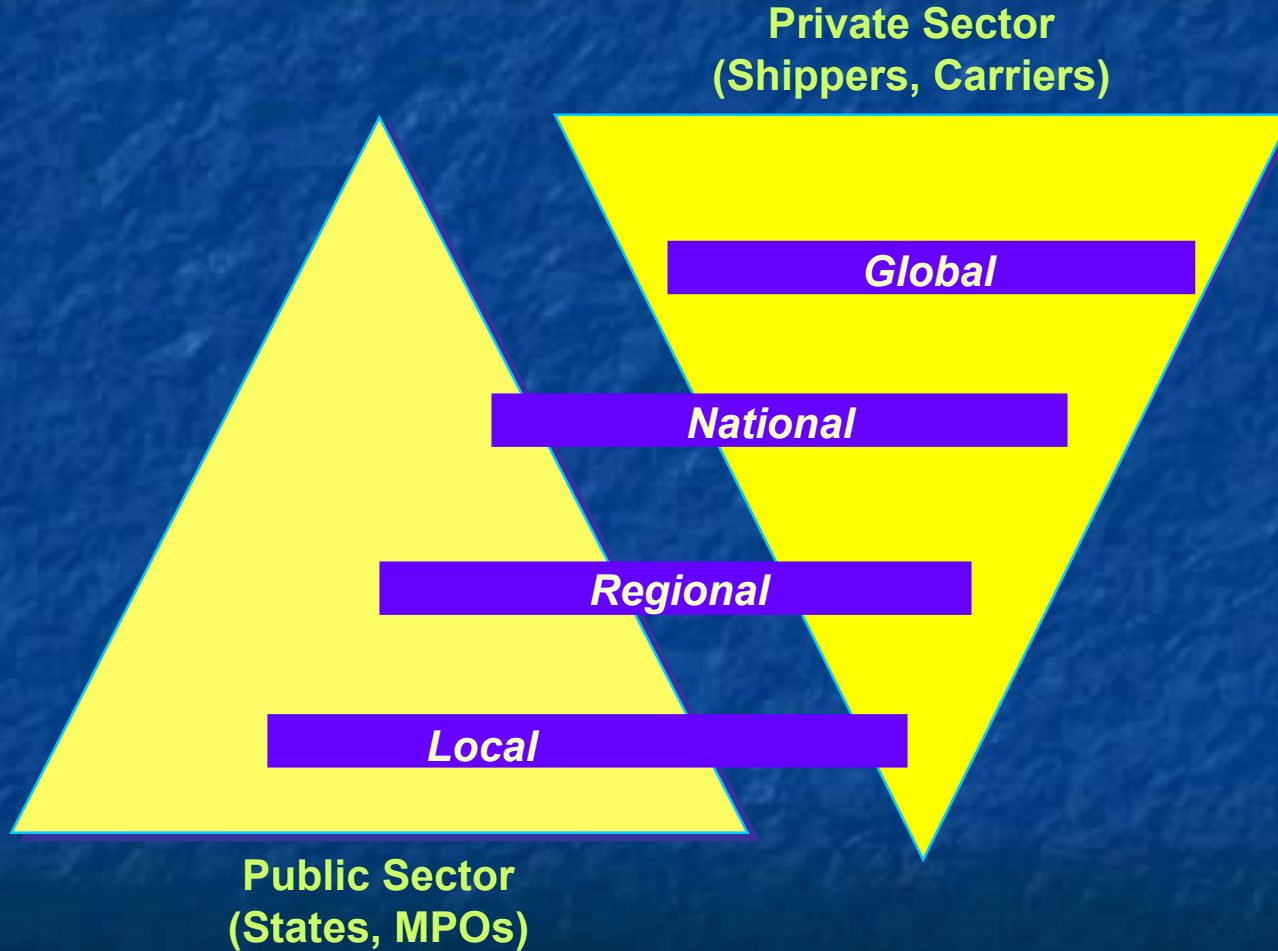


Freight Outreach Findings

Freight is not adequately addressed at state and local level

Difficult to bring public and private sectors together

Dysfunctional Public and Private Relationships....the challenge of 21st Century needs working with 20th Century institutions



What Is HIP's Mission?

- ❖ The Heartland Intermodal Partnership (HIP) is dedicated to promoting safe, efficient, environmentally sustainable intermodal freight transportation to mitigate impacts from projected sharp increases in volumes.
- ❖ Its mission – Support the competitiveness of HIP-region business, industry and labor through improved intermodal transportation.

What Are HIP's Objectives?

HIP will:

- ❖ Focus on the challenges created by the doubling of freight volumes.
- ❖ Welcome infrastructure owners and investors, both public and private, who demand systemic solutions.

What Are HIP's Objectives?

- ❖ Commit to heightening the awareness of regional public and private-sector entities about the coming crisis in freight capacity and the Heartland's full range of resources for coping with these unprecedented demands on the region's transportation systems.

What Are HIP's Objectives?

- ❖ Promote concepts and solutions that will truly benefit tomorrow's shippers, carriers & system owners.
- ❖ Think intermodally (highway, rail, and maritime) so the nation has a safe, efficient and truly integrated transportation system.

What Are HIP's Objectives?

- ❖ Act as a regional forum where senior public and private-sector decision makers can explore the range of operating, policy and technology options for mitigating these anticipated adverse impacts on the security, economy, and ecology of the United States.

What Are HIP's Objectives?

- ❖ Feature water intermodalism as an important strategy to minimize the effects of the coming congestion.

QUESTIONS?